
MEET A DIVERSIFIED COMPANY

NOTICE

NOTICE.

THE CHINESE AMUSEMENT SYNDICATE'S GROUNDS AT BING-TON, will be opened to the Public **TO-DAY (WEDNESDAY),** at 4 o'clock, weather permitting.

Price of Admission Five Cents.

With the expiration of the Steam Boat season, upon which the Government Survey has just reported, the most of the Amusements will be thrown open to the Public.

By Order, J. A. BARRETT,
secretary

Hongkong, 6th November, 1899.

JUST PUBLISHED.

THE SIXTY YEARS

ANGLO-CHINESE GAZETTE

From 1st January, 1834 to 31st December, 1893, being from the 31st year of the 15th Cycle to the 30th year of the 7th Cycle.

Hongkong, Published at the Duty Office. Sold by all Booksellers.

Hongkong, 6th November, 1899.

THE INDIAN IMPERIAL MARINE INSURANCE COMPANY, LIMITED.

The Undersigned having been appointed Agents for the above Corn are now prepared to **ACCEPT MARINE RISKS** at Current Rates.

GIBB, LIVINGSTON & Co.
Hongkong, 6th November, 1889. 123

NOTICE

UNTIL further Notice Mr. J. W. GARDNER will take charge of our Firm's Business in Hongkong.

CALBECK, MACGREGOR & CO.
HONGKONG, 31st November, 1899.

DOUGLAS STEAMSHIP COMPANY
LIMITED.

FOR SWATOW, AWOKE, AND FOOSHAN
This Company's Steamship

"NAMO"

Captain FROCK will be despatched for SWATOW, AWOKE, and FOOSHAN on MONDAY, the 7th inst. at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAIPRAK & CO.
General Managers,
HONGKONG, 5th November, 1899.

FOR SINGAPORE AND PENANG
This Company's Steamship

in Fyfe, will be despatched as above

TO-MORROW, the 7th instant, at Ten
PM.
For Freight or Passage, apply to
JARDINE, MATTHESON & Co.
Agents.
Hongkong, 5th November, 1889. [1]
FOR SINGAPORE, BATAVIA, SAM-
BANG, AND SOERABAYA.
HE Steamship
"ALMOEA."
Captain Hay, will be despatched as ab-
TO-MORROW, the 7th instant, at Ten
PM, instead of the previously despatched.
For Freight or Passage, apply to
JARDINE, MATTHESON & Co.
Agents.
Hongkong, 5th November, 1889. [1]
THE SHANGHAI
Steamship
"NINGPO."
Captain R. Kehler, will be despatched for
TO-MORROW, the 7th inst.

Freight or Passage, apply to
SIEMSEN & Co.

Hongkong, 9th November, 1890. (12)

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
T. H. P. & O. S. N. Co.'s Steamship

"GUALIOR."
Captain W. S. Nantles, will leave for the above places (in place of the *Verona* as previously advertised), on **FRIDAY**, the 8th instant, at **DATLIGH**.

E. L. WOODIN,
Superintendent

Hongkong, 6th November, 1889. (12)

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
T. H. P. & O. S. N. Co.'s Steamship

"VERONA."
Captain Spook, will leave for the above place on **FRIDAY**, the 22nd instant, at **DATLIGH**.

E. L. WOODIN,
Superintendent

Hongkong, 8th November, 1889. (12)

CHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND YOKOHAMA, VIA INLAND SEA.
THE "MEMBROKESHIRE"
 will be dispatched for the above Ports on the 12th instant.
 * This steamer has superior Passenger Accommodation.
 For Freight or Passage, apply to
ADAMSON, RUTL & Co.
 Agents.
 Hongkong, 6th November, 1889. [23]
OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
 Taking Cargo and Passengers through route for NINGPO, CHONG, NANKING, & YANCHOW, HANKOW, AND PORTS ON THE YANGTZE.
THE Company's Steamship
"ULYSES"
 Captain BAXTER, will be dispatched as above on **WEDNESDAY, the 13th inst.**

BUTTERFIELD & SWIRE.

Hongkong, 6th November, 1899. 23

**TO CONSIGNEES OF OPTIONAL CARGO
EXPOSED TO "ANCHISES"
FROM LIVERPOOL**

SHIPPING Orders must be obtained from the Underwriter not later than the 10th inst. for shipment per steamer "ANCHISES" BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th November, 1899. 22

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steam "ANCHISES" are hereby notified that the Cargo, is being discharged into the Godowns at the 15th inst. at the risk of the Underwriter; in both cases it is down to the Consignee's risk. The Cargo will be ready for delivery from Crut or Godown on and after the 15th inst.

Goods undelivered after the 15th inst. will be subject to Rent. All damaged Goods must be left in the Godowns, where they will

BUTTERFIELD & SWIRE.

Hongkong, 5th November, 1889. 122

WANTED.

ACCOMMODATION as GROOM,
GROUND FLOOR and FIRST FLOOR
Queen's Road, Central, near Clock Tower.
Apply to
Office of this Paper
Hongkong, 4th October, 1889.

and saved his side
lanings. Smith

MAILS EXPECTED.

THE PRINCE MAIL.
The M. M. steamer *Comet*, with the next outward French mail, left Saigon at noon on the 4th, and is due here on the 7th instant.

THE INDIAN MAIL.
The steamer *Japan*, with the Indian mail left Singapore on the 3rd, and is due here on the 9th inst.

THE AMERICAN MAIL.
The O & O. steamer *Belgic*, with the American mail of the 17th ult., leaves Yokohama on the 7th, and is due here on or about the 13th instant.

THE CANADIAN MAIL.
The C. P. steamer *Port Fortry*, with the Canadian mail of the 2nd inst, left Vancouver on that date for Japan and China.

STEAMERS EXPECTED.
The O. & O. S. S. steamer *Petardus* left

Singapore on the 29th October, and is due here on the 6th November.

The P. & O. Extra steamer *Nizam*, left Singapore on the 30th ultimo, and is due here on the 6th inst.

The Ben. Line steamer *Berkedil* left Singapore on the 31st ultimo, and is due here on or about the 6th inst.

The D. D. R. steamer *Polymhymia* left Singapore on the 31st ultimo, and is due here on the 7th inst.

The O. S. S. Co.'s steamer *Archives* left Singapore on the 31st ultimo, and is due here on the 6th inst.

The Union Line steamer *Dorset* left Singapore on the 1st, and may be expected here on the 7th inst.

The E. & A. steamer *Menzies* left Port Darwin on the 31st ultimo, and is expected to arrive here on the 10th inst.

The O. S. S. Co.'s steamer *Ulysses* left Singapore on the 5th, and is due here on the 11th inst.

The S. S. Line steamer *Penarubashin*, from London, left Singapore on the 6th, and may be expected here on or about the 12th inst.

POST-OFFICE NOTICES.

POSTAL-NOTIFICATIONS.

Letters, Parcels, &c. for Kowloon Point and other places, may be posted at the General Post Office up to 11.30 a.m. and 3.30 p.m. Letters from Kowloon Point may be placed in the Letter Box which has been placed in the Police Station Compound, up to 12 and 4 o'clock.

Local rates will be charged.

To avoid theft senders of letters from Kowloon, are requested to cancel their stamps by writing the word "stamped" across them.

Covers containing Bank Notes, Jewellery, &c. should be registered.

There will be no Sunday delivery.

Post delivery. Letter boxes have been placed in the tram cars and correspondence will be delivered by the twelve and four o'clock trams. Letters not yet dispatched - Correspondence addressed to the Peak may be posted in the General Post Office up to 11.30 a.m. and 3.30 p.m., or in the Letter Boxes in the cars till time of departure. Correspondence from the Peak may be posted in the Letter Boxes in the trams and four o'clock. Parcels for the Peak may be posted in the General Post Office only up to 11.30 a.m. and 3.30 p.m. There will be no Sunday delivery. Letters not yet dispatched - Correspondence, &c., should not be posted. To avoid robbery senders of letters are requested to cancel their stamps by writing the word "stamped" across them.

When Correspondence has been unsent, or delayed (both of which are liable to happen occasionally) all that the addressee need do is to write the word "undelivered" across the letter at 7 p.m., or as the case may be, and forward in with another writing whatever, to the Postmaster-General. This should be acted on in the case of complaints, because, if it is mistaken for let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

The Postal Guide for 1889, issued to date,

will be found in the *Daily Press Directory*, p. 739 of both editions is the only authorized complete list of Postal information published in Hongkong.

✶ The authorized List of Mails issued in connection with this paper is the one published, twice a week, in the Extra, which is always corrected to a much later date than that given below.

✶ A MAIL, WILL CLOSE.

For *Statis* and *Bombay*.—Per *Bornida*, to-day, the 6th instant, at 10.30 a.m.

For *Nagasaki*, *Kobe*, and *Yokohama*.—Per *Guatuzo*, to-day, the 6th inst., at 10.30 a.m.

For *Yokohama* and *San Francisco*.—Per *Geleio*, to-day, the 6th inst., at 9.20 a.m.

For *Amoy*, *Swatow*, *Shanghai*, *Shanghai*, *Yokohama*, and *Vancouver*.—Per *Abayuna*, to-morrow, the 7th inst., at 2.30 p.m.

For *Amoy*, *Foochow*, *Shanghai*, *Kobe*, *Yokohama*, and *Vancouver*.—Per *Abayuna*, to-morrow, the 7th inst., at 2.30 p.m.

For *Singapore*, *Batavia*, *Sumarang*, and *Sourabaya*.—Per *Amira*, to-morrow, the 7th inst., at 2.30 p.m.

For *Singapore* and *Penang*.—Per *Camaria*, to-morrow, the 7th inst., at 2.30 p.m.

For *Shanghai*.—Per *Ningpo*, to-morrow, the 7th inst., at 3.20 p.m.

For *Amoy* and *Manila*.—Per *Zafiro*, to-morrow, the 7th inst., at 3.20 p.m.

morrow, at 4.30 P.M.
 For Saigon, for China, to-morrow, the 7th inst., at 4.30 P.M.
 For Nagasaki, Kobe, and Yokohama.—Per *Verma*, to-morrow, the 7th inst., at 5.00 P.M.
 For Port Darwin—Thursday Island, Cooktown, Cairns, Brisbane, Sydney, Melbourne.—Per *Arctic*, on Friday, the 8th inst., at 3.30 P.M.
 For Straits and Calcutta.—Per *Moray*, on Saturday, the 9th inst., at 2.30 P.M.
 For Batavia, Colombo, Bombay, and Trieste.—Per *Melpomene*, on Saturday, the 9th inst., at 5.00 P.M.
 For London.—Per *Brindley*, on Saturday, the 9th inst., at 5.00 P.M.

MAILS BY THE BRITISH PACKET.
 The British Contract Packet *Malva* will be despatched on WEDNESDAY, the 6th November, with Mails for the United Kingdom, Europe, and countries beyond. Besides to Australia, New Zealand, and the Netherlands, India

Burma, Ceylon, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mail.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE UNITED STATES PACKETS.

The United States Mail Packet *Gufo* will be despatched on WEDNESDAY, the 6th November, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, &c. &c. &c. as follows:—

0.15 P.M., Registry closes.

0.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Letters of 10 cents extra Postage until 1.00 P.M.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and where Registration has been neglected, will make no enquiries into alleged losses of such letters.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the mails for Europe, &c. by the English and Scotch Packets, when they leave at Noon. The Meteor Office will be closed at 5 P.M. the day before.

8.00 A.M.—Posting of Prices Current and Circular ceases.

(Prices Current and Circulars may however be posted up to 6 o'clock if they are tied in bundles country by country, with the addresses all one way.)

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of newspapers, books, and patterns ceases.

11.00 A.M.—Mail closes.

Late Letters may be posted (from 11.10 A.M. to 11.30 A.M.) late for to 11.30 A.M. after which hour they may be sent on board this is the last hour.

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
500 5TH AVENUE
NEW YORK 10017

ceptible. As regards speed he would be equalled. On her trial trip she made over four knots. She left Cardiff, where she had gone to load coals, the 6th Oct. October at noon, and she arrived here on the 10th. The distance from London from Cardiff is as nearly as possible 318 miles from Siam to Singapore as had their waste and this distance was covered in fourteen days although owing to contrary winds and blighting wind, nearly a day was lost in the Channel and of rough weather she managed to accomplish the run from Singapore to Hongkong in thirteen hours, an excellent record. I am not being critical about it, but I think another for thirteen hours, who would have the distance in very little over four days." "China carried no passengers outward & inward, although carrying cargo discharging here and repatriating she will take 1000 Chinese to Francisco, leaving here about the 14th inst."

THE PEAK DRAINAGE AND WATER SUPPLY.

The following has been handed to us for information of Peak Residents and others—

THE COLONIAL SECRETARY TO MR. MACINTOSH Colonial Secretary's Office,

Sir,—Adverting to your letter of the 9th, 1889, and to previous correspondence, I am directed by the Governor to transmit to you, for the information of the Dep'tation appointed by the Government to enquire into the drainage of the (the Honourable the Surveyor-General and the Chief of Peak Drainage and Water Supply), and state that, after the Peak Residents have perused the report of the Commission, they have considered it. His Excellency would be glad to receive further suggestions, some oral observations on the subject, the nature and extent of his Excellency's time rendering this mode of communication more convenient. It must, even if it does not pay in any way, afford a better prospect than correspondence of an early and satisfactory settlement. I have the honour to be, Sir, your most obedient servant,

(Signed) HENRY MAX.
For Acting Colonial Secretary,
E. Mackintosh Esq., &c. &c.

THE SURVEYOR-GENERAL'S REPORT.

Surveyor-General's Office,
Hongkong, 21st October, 1889.

Sir,—I have the honour to acknowledge to you on the question of the drainage and water supply of the Peak district with special reference to Mr. B. K. Leight's report of the 10th September last.

I.—DRAINAGE.

The main objection to the pipe drains recently laid is the offensive smell that occasionally escapes from the ventilators. I have given instructions to close the openings of the ventilators, so that they may provide vents, as far as practicable, away from the road, and I trust when the work is completed the nuisance will be abated. As radical remedies can only be supplied by the efficient flushing of the system, I intend to let the pipes be accomplished until the Peak district is furnished with an abundant supply of water.

As regards the suggestion to connect the drains with the sewerage tanks with water by hand labour, the only objection to this plan arises from the expense is that it would tend during the winter months to aggravate the scarcity of water which is apprehended, not without cause, in consequence of the drought.

With regard to Mr. Leight's recommendation to dispose of excrementum, instead of carrying it from the Peak to the sea by means of a 4-inch pipe, intended of by cools labour according to custom of the place, I foresee grave objections to the proposed plan. In my own opinion there is more probability that the pipe would choke, and in that case to clear it and restore its efficiency would prove a duty rather say nor a pleasure to the coolies employed.

Moreover, it is evident that, as the extreme distance between houses in the Peak district is usually 5 or 6 rods, that the more remote houses would be necessitated to carry the excrementum through the mouth of the pipe, the risk of a surmounting deposit of his unsavoury load would be very much lessened whenever the cools could carry it off in one or two trips, or twice or three times, that the likelihood of the pipes becoming choked is greatly lessened, there is every reason to believe that only a very small portion of the load ever reaches its destination, the real remedy appears to consist in the system of supervision on the part of the official in charge.

And in the absence of proof as to the improvement suggested, I am inclined to think that Mr. Leight's conclusion may be exaggerated.

II.—WATER SUPPLY.

I agree with Mr. Leitch there are only two modes of providing an adequate supply of water for the hill district, should there be, as there probably is, need reason to anticipate a considerable increase of population. That is to say, either to construct a new reservoir, or to divert water from elsewhere to the Government Reservoir.

